British Steamship Quito, from down from Portland the morning, on Moji, Outside.

SHIP BRODICK CASTLE DOWN

Schooner Berwick Ready for Sea-Im-Gelane's Apprentices To Be Sent to the afternoon flood. England-Poulsen In, and Up.

The steamer Johan Polsen came in over the bar yesterday afternoon, direct from San Francisco, and reports that a pilot was put on board the British steamer Quito, from Moji, and she is expected in hourly. The Poulsen went on to the metropolis without losing any time here. The Quito comes in ballast and will load lumber out for

of the stranded ship Galena will send the Washington shore. his six apprentices home to England, on the British ship Durhope, now at found extinguished was relighted. Port Gamble. The customs authorities here have checked out all her stores 171 (List of Lights, Buoys, and Dayand equipment, and this will also be marks, Pacific Coast, 1906, page 65) .sent back on the Dudhope; the latter Located on the lower end of Swan Isvessel being one of the fleet owned by land Bar, in 20 feet of water, and the the Shutes, of Bristol.

The motor schoner Berwick spent the day in this port yesterday having arrived down from Portland late on mark the position of the beacon from Tuesday night. She took on a lot of shooks at the Callender pier and then went to the Fisher dock or more cargo, and will probably get out for Eu- Daymarks, Pacific Coast, 1906, page reka sometime today.

rived down yesterday afternoon on to the abandoned dry dock at Albina the Harvest Queen's hawsers, grain laden for Valparaiso, and will leave spar buoy, numbered "I," was placed to out on her voyage today.

The steamer Oklahama came down from Portland yesterday morning and Lights, Buoys, and Daymarks, Pacific fastened on to the schooners W. R. Coast, 1906. Hume and A. B. Johnson, and left up

The steamer Lurline was at her lock replaced the same day. salmon at Altoona on her way up.

some time to come.

The steamer Sue H. Elmore went to Eagle Harbor Sand Spit Buoy, 1, a complement of freight.

The fine oil tanker Rosecrane was among the arrivals from the Caliornia coast yesterday, and she proceeded up the river without loss of time.

The steamship Costa Rica is due her way to the Bay City with freight and passengers.

The steamship Geo. W. Elder is due down this morning early from Portland, bound for Eureka, San Francisco and Port Los Angeles

The steamer Northland came down the river yesterday morning, lumber laportant Orders at Custom House- den for the Bay City, and left out on

> The steamship Columbia is due in from San Francisco on Sunday after-

Notice To Mariners.

Harrington Point Gas Buoy, 14, page 32, No. 110 (List of Lights, Buoys, and Daymarks, Pacific Coast, 1906, page 57) .- Moored in 23 feet of water, on the southeasterly side of the main channel of the Columbia River, about 3-5 mile SSW 5-8 W. of Harrington Pt. Front Range Light, to mark the turn from the Tongue Point Channel to On Saturday next Captain Howell, the main channel running parallel with

February 25 the light on this buoy.

Swan Island Bar Lower, page 38, No. southwesterly side of the dredged channel of the Willamette River.

February 16 a red second-class spar buoy, numbered "2," was placed to which this light was formerly shown. Swan Island Bar Upper Light, page 38, No. 173 (List of Lights, Buoys, and

654,-Located on the easterly side of the channel of the Willamette River, The British ship Brodick Castle ar- in 14 feet of water, near the entrance February 16 a black second-class

mark the position of the beacon from which this light was formerly shown. The following effects the List of

Columbia River, page 57,-Channel East Side Buoy, 8, a red first-class nun, found missing, February 1, was

at 5 o'clock yesterday evening and got - Juan De Fuca Strait, page 71,-Point away on her schedule hour of 7. She Wilson Buoy, 8, a red first-class nun, was billed to pick up 1,500 cases of found missing. March I, was replaced

Puget Sound, page 78.-Dunamisa The steamer Alliance is expected Henad Bell Buoy, red, heretofore redown today, bound for Coos Bay. She ported adrift, was replaced March 2. has cut out the Eureka run and will be Eagle Harbor, page 79.—The Shoal steadily on the shorter schedule or Buoy, a HS second-class can, found out of position, March 2, was replaced the same day.

sea and Tillamook City yesterday morn black second-class can, found out of ing with plenty of passengers and her position, March 2, was replaced the same day.

REGULAR-TERM

Of Clatsop County Court Convened Yesterday.

TWO OFFICIAL RESIGNATIONS

Commissioner C. C. Masten and County Road Master John Frye Give Up Their Posts-Mr. Frye Appointed to Succeed Mr. Masten-Details .-

The regular session of the Clatsop county court, for the month of March. convened at the hour of 9 o'clock yesterday morning, at the court house, with Judge C. J. Trenchard on the bench and supported by Commissioner William Larsen. Commissioner C. C. Masten, as was indicated in these columns on Tuesday morning, was not in evidence officially, except by way of his expected resignation, and this was read in open court and formally accepted. The following order being made by the Court in this relation at

Now at this time C. C. Masten having presented his resignation as County Commissioner, the Court desires to express its appreciation and regret. It is therefore ordered that this court ioses a careful and considerate member and the taxpayers a servant who had their interests at heart always. That success may follow his efforts in the future is the earnest wish of the court. This important matter having been

disposed of by the court in happy fashion, the next thing to confrint it was the following resignation handed in by County Road Master John Frye, to-

"To the Hon. County Court Clatsop, County, Oregon.

Gentlemen: -I hereby tender your honorable body my resignation as Coun ty Road Master. On account of business matters in which I am personally interested, I find I cannot attend to this work. In tendering you my resignation I desire to thank the court for its many courtesies, aid and assistance extended to me while acting as its ser-

"Sincerely hoping the court may, keep up the work of making good roads, County Road Master."

In which relation the court made the following order and sent it to the rec-

"Now at this time John Frye having presented his resignation as County Road Master, the Court, while loathe to accept the same, hereby placed itself on record, as to the record of said officer, and it is ordered by the court:

"That the thanks of the tax payer, and of this court are due to Mr. John Frye, for his careful attention to the duties required of him and his careful, honest, economic elministration, and while the Court is of the opinion the Road Master has saved the tax peyer much money, it is certain that the Court has been saved much trouble innoyance and expense by the efficieney of John Frye, as county road mas-

The court then proceeded to the consideration of a successor to the vacant commissionership, and the choice of both Judge Trenchard and Commissloner Larsen falling upon John Frye. that gentleman was duly appointed to succeed Mr. Masten as county commissioner for the unexpired portion of the former's term, and Mr. Frye at once ascended the bench and took his part in the current business of the hour.

Next in sequence came the filling of the vacancy caused by the resignation of John Frye from the road department of the county, and the unanimous choice of the court being in favor of J. F. Bartoldus, that gentleman was given the post without demur, and will occupy it until the close of his predecessor's term of service.

The application of Oswald Ransel for a refund of the costs in the case in which the county had successfully sued him to recover his road tax, last year, was read in open court and very promptly denied, as it should have been; the amount involved being \$8,50. A warrant in the sum of \$7.50 was ordered in favor of Mrs. Charles Turnina, a poor widow with two crippled children, and the same was issued by made at prices no higher than

At this point the matter of the counof the notorious Port of Columbia bill. as far as it applies to the county of Clatsop, was brought forward, and the court, after a brief discussion, in which the backing of the Astoria Chamber of Commerce was quoted and gratefully the following well known attorneys of

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"Инсоттон Clothes."

G. C. Fultor, F. J. Taylor and J. F.

A large number of current claims

were then carefully inspected and war-

until this morning at 9 o'clock, the

three commissioners leaving in a body

to attend the obsequies of the late.

BONDS FOR SALC.

SEALED PROPOSALS will be re-

ceived by the undersigned until March

9th 1907, at 2 p. m., for the purchase of

\$7,000 of School District No. 10, Clat-

Said bonds to run 20 years from date

of payment of money therefor, and to

bear Interest at the rate of 5 per cent

Said boods to be redeemable at the

years, but due and payable absolute-

Certified check for \$150, payable to

the order of the undersigned to accom-

pany every bid as a guarantee of good

No blds less than par received. The

right is reserved to reject any and all

Treasurer Clatsup Co., Oregon, Aste

WM. A. SHERMAN.

per annum, payable semi-annually,

lamented John Warnstaff.

sop County, Oregon, bonds.

ly twenty years from date.

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such consultations and determinations HERE'S THE PLACE as might be necessary in the future, for the final presentation of the country's plea and action in that relation:

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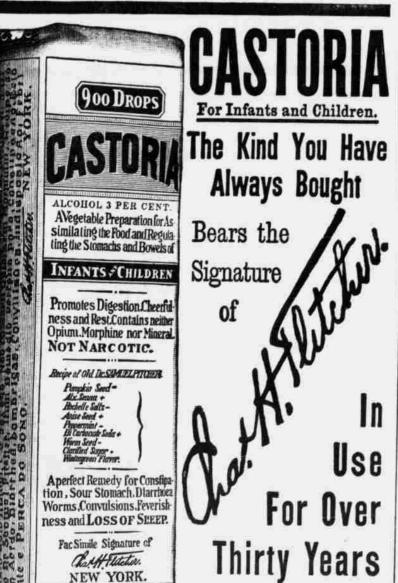
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